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May 2002

FRONT RANGE FLYER

302nd Airlift Wing, U.S. Air Force Reserve Command

Peterson Air Force Base, Colo.



By Dawn's Early Light

Joint Forge keeps deployed wing members busy day and night



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On the cover

The early dawn and surrounding lamps light up a wing C-130 parked on the outskirts of Ramstein Air Base, Germany. Wing members deployed to Germany have been working day and night in support of Operation Joint Forge. See page 8 for the related story.



Photo by
Staff Sgt. Jason Schaap

UTA Schedule Next UTA: May 4-5

June 8-9
July 13-14
August 10-11

The next UTA schedule is printed in more detail on page 10. The **Front Range Flyer** is mailed each month to all 302nd Airlift Wing members on file with Personnel Systems. If you are not receiving your magazine, check with your orderly room or administration section to ensure your address is correct.

Keep the fire burning inside you



Col. Mike K. Sumida, wing vice commander, stands next to the memorial (also pictured below) dedicated to the five wing members who died when their C-130 crashed May 13, 1995. The above photo was also featured in a cover story about Sumida in the February issue of the *Citizen Airman* (photo by Staff Sgt. Sean P. Houlihan).

Col. Michael K. Sumida Wing Vice Commander

Theodore Roosevelt said, "The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again, who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who at best, knows the triumph of his achievement; and who, at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat."

The men and women of the 302nd Airlift Wing are not bystanders. You are in the arena and deserve the credit for participating in a new type of war against terrorism.

Many don't believe we can figure out how to succeed in this new war. They are deterred by the complexity, commitment and perseverance this new war will take. They are betting we will fail. They are the cold and timid souls who dare not greatly.

We are inventing how to conduct this new type of war. There will be frustrations while we figure this out.

But you are the ones who are in the arena, striving valiantly, daring greatly in this worthy cause to help us figure out how to

fight this war and get it done. You are in the arena because you were prepared.

Being prepared began with your decision to be a reservist in the first place. And once you were here, you prepared yourselves. You did the right thing. At the same time, you, your family, and employers are sacrificing on a daily basis. Sacrificing time, income, memories, dreams.

Brigadier Gen. Mark Welch said, "War is a horrible, horrible, horrible thing. There is nothing good about it. But it is sometimes necessary. And so somebody better be good at it." The 302nd AW is good at it.

The wing is good at it because you're good at it. That's why we were the first to be activated. As time goes on, the energetic patriotism immediately following Sept. 11 will simmer down.

Motivation and enthusiasm can diminish. Don't let that happen. Remember the quotes from Roosevelt and Welch.

Somehow, keep the fire inside you burning that reminds you that you are good at what you do; that what you do is not just important, but as Chief Master Sgt. Ron Bebow, Maintenance Squadron superintendent, said, it is sacred to our country.

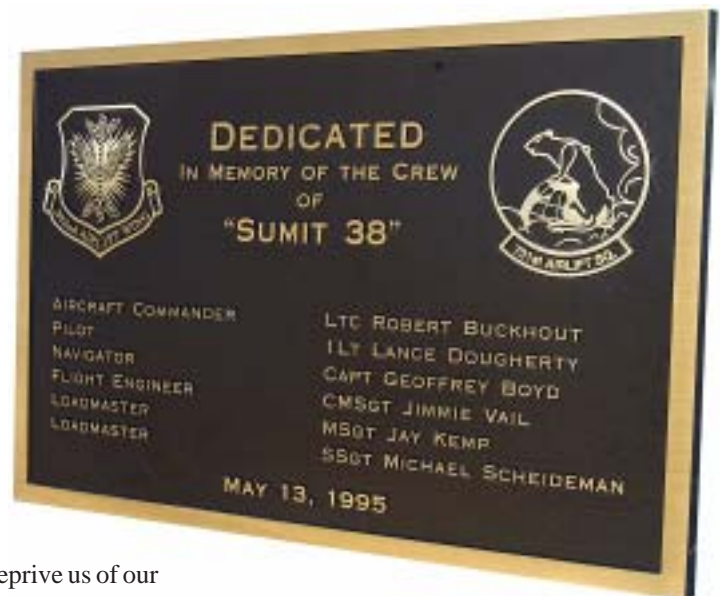
You are the ones in the arena that deserve the credit. Although we may not say it enough, we are personally grateful for your sacrifice.

In memory of 'Sumit 38'

Editor's Note: On May 13, 1995, the 302nd Airlift Wing lost five well-loved family members in a terrible tragedy, the crash of one of our C-130s. Chaplain (Capt.) Brian Anderson, wing chaplain's office, offers this Memorial Prayer in their remembrance.

Almighty God, we ask that you fill this solemn moment with the majesty of your presence. Our hearts are saddened by the loss of these who have given their lives to sustain the freedom that we so richly enjoy. Bring your comforting Spirit to the families and friends of these courageous airmen. Grant, O God, your peace and love to them for you alone can fill their emptiness with hope. We trust them to your care.

For those of us who live today, we pray that this Memorial Prayer will inspire us to a greater commitment to you and all people everywhere. Help us to be creative that we might draw upon the limitless resources, which you have provided. May we be brave so that enemies who would deprive us of our freedom will not succeed. Grant us wisdom to solve problems and enrich life. Fill us with compassion for those in need and inspire us to live by your word that oppression might cease, freedom might prevail, and dignity and honor might reign. Then we shall know that the heroes we honor today will not have died in vain. We offer our prayer in your holy name. Amen



General: 302nd MC rate envy of units AFRC-wide

Tech Sgt. Tim Taylor

Front Range Flyer

Terms like “super,” “outstanding” and “excellent” carry a lot of weight, especially when they come from a high-ranking official.

Those were words Brig. Gen. Keith W. Meurlin, mobilization assistant to the commander, Air Force Reserve Command, used when talking about the military’s response to the Sept. 11 tragedy.

“They’ve stepped up to the plate and done it all,” he said.

Following an April 5 visit here, his praise of the military also includes the people of the wing.

“I think one thing that I’m impressed with is what you folks have done here,” he said, adding the wing has put forth an “outstanding” effort.

“I think the record speaks for itself,” he said of the wing’s mission complete rate. “There are a lot of units that would kill for that type of MC rate.”

Upon his return to Washington, D.C., Meurlin will share what he has observed with his boss, Lt. Gen. James E. Sherrard III, commander, AFRC. Sherrard has assigned Meurlin and an entourage of three other officers a mission to visit Reserve units.

“General Sherrard wants us on the road to tell folks he knows what they’re doing, he respects what they’re doing and he appreciates what they’re doing,” Meurlin said.

“General Sherrard’s really committed to his folks,” Meurlin said. “He wants the skinny.”

The information Sherrard will be getting back is reservists are stepping up and performing their duties with professionalism and dedication – and with pride and high morale. Despite the sacrifices many reservists have had to make, “morale is excellent,” said Meurlin.

Meurlin has seen the sacrifices from both sides. As a civilian he is Vice President and Airport Manager of Washington Dulles Inter-



Brig. Gen. Keith W. Meurlin, mobilization assistant to the commander, Air Force Reserve Command, was one of the guests who helped fill up a rare weekday-held, yet well-attended Commander’s Call at the base Enlisted Club April 5 (photo by Alex Worden).

national Airport. Three members of his airport dog teams are guardsmen who have been activated.

He said the tragedy and its effect on his civilian job has not had an effect on how he makes decisions in the military.

“I don’t know that it’s really changed much,” Meurlin said. “I think the challenge right now for these folks is keeping their employers happy.”

The employers seem to be taking the sacrifices they must make all in stride.

“The employers, they’re sucking it up, and they’re doing it with a smile,” he said.

The military, the employers – the whole country – is beaming with a renewed sense of pride and patriotism.

“It’s all over the place,” Meurlin said. “Everywhere we’ve gone you see it. It’s a shame a tragedy had to happen to bring out that kind of spirit.”

Incoming



Senior Master Sgt. Lynn Vorce, Support Group, Civil Engineering Squadron, Readiness Flight chief, fires down range at the Mission Support Squadron Bowl-a-thon at the base Bowling Center held last unit training assembly. Vorce was one of more than 90 wing members who participated in the event, which raised more than \$800 for the squadron (photo by 1st Lt. Brian Barker).

E-mail 'Dos' and 'Don'ts'

Comm Flight gives deployed, traditional members guidelines

Staff Sgt. Jeannine Madrid

Communications Flight

Traditionally, most wing members only have access to their wing e-mail account during unit training assemblies.

Now, many members are deployed and void of even monthly access to their account.

The infrequent access often leads to members forgetting about their government e-mail and the implications of having a seldom-used account.

These implications, however, should be in the minds of all wing members. Listed below are specific 'DOs' and 'DON'Ts' as they apply to e-mail, Operational and Communications Security and Information Assurance.

'DOs'

1) Make sure all individuals involved in a project are aware of the inability of you to read your e-mail so they can send courtesy copies to others in your shop, or wait for an official e-mail address for you at your deployed location.

2) Let family and friends know ahead of time that you will be deploying soon and inform them of a deployed address when you get one.

3) Send the communications flight help desk an e-mail from your deployed location requesting that we set up an "Out of Office Reply" indicating your new, deployed e-mail address.

4) Copy your address book to a floppy disk and take it with you to import into your deployed e-mail account.

5) Copy the personal folders for your account to a CD to take with you, and import the .pst file.

Note: If information is sent to a third-party e-mail address, great care must be taken to ensure that we are remembering our OPSEC/COMSEC training, Essential Elements of Friendly Information, Sensitive but Unclassified information, For Official Use Only information, Privacy Act information, and the restrictions on releasable information through

the Freedom of Information Act.

Just as there are things you *can* do, there are things you may think you can do that would make it more difficult or that are specifically prohibited.

'DON'Ts'

1) Do not forward your 302nd e-mail account to a third-party e-mail provider. Providers like GIE-mail is hosted by a .com and constitutes a third-party provider. Using a third-party provider is not secure, not to mention a direct violation of local policy governing the use of a government e-mail account. Violations are reported to the wing commander.

2) Do not have senders of official business routinely e-mail you at a third-party e-mail address. You are deployed in support of a mission that is highly sensitive, and it is your responsibility to protect information at all times.

3) Do not give your password to anyone else to have him or her check your local e-mail.

4) Do not have officemates contact the Communications Flight to allow them access to your account. It will not be granted without written permission from the wing commander.

5) Do not send lists of personnel, including their name, rank, e-mail address, and other identifying information regarding Department of Defense personnel on rosters, directories or organizational charts including recall rosters (this guidance does not apply to approved public affairs products and does not interfere with our family readiness efforts).

Remember to contact your Workgroup Manager or the Communications Flight with questions regarding communications, computers and information.

Loose lips, e-mails provide bad guys how-to-manuals

Brig. Gen. Chip Utterback

Former 366th Air Expeditionary Wing Commander

I saw an e-mail that one of our warriors sent to his family and friends recently. I didn't spy on the guy; I simply read the private e-mail to his family in a nationally syndicated newspaper column.

From that e-mail and some Web sites several of our folks have established to keep family members updated - to find them, just search for the base's name - I learned a lot the bad guys can learn, too.

In 20 minutes, I learned how many people are here, exactly where our base is located, what time we eat and how many people are in what tent at a given time. I learned what kind of airplanes we have, much about our mission and about our security.

We have rules on communication for a reason. Your innocent letter, e-mail or Web site can end up on the front page.

You might make us an easy target and our families won't appreciate it. Our friends and family don't understand operational security and communications security the way we do, or should.

We are at war, we have been attacked. Let's not give the bad guys a how-to-manual.

Air Force releases some specialties from Stop-Loss

Master Sgt. Dorothy Goepel

Air Force Print News

Air Force officials announced April 9 the release of several Air Force Specialty Codes from Stop-Loss, a Defense Department program designed to retain members of the armed forces beyond established dates of separation or retirement.

The announcement comes as a result of an Air Force 60-day review and applies across the board to the active duty, Air Force Reserve and Air National Guard forces, according to Lt. Col. Jan Middleton, chief of promotion, evaluation and separation policy at the Pentagon.

“Our exit plan calls for a gradual drawdown from Stop-Loss, which means we want to continue to release AFSCs with each review as long as we are able to maintain sufficient forces to meet mission requirements,” she said.

The effective date for lifting stop-loss restrictions in the Air Force Reserve is May 15. The active force’s effective date is May 1.

The officer career fields released from stop-loss restrictions are: 32E, 33S, 35P, 42F, 42G, 42N, 42P, 42S, 42T, 43P, 43Y, 44B, 44F, 44G, 44J, 44K, 44N, 44P, 44R, 44S, 44T, 44U, 45E, 45G, 45N, 45U, 47E, 47G, 47H, 47K, 47P, 47S, 51J, 61S, 62E, 63A and 64P.

The enlisted career fields released from stop-loss restrictions are: 1T0X0, 2A1X0, 2A390, 2S0X2, 3C1X1, 3C1X2, 3E1X1, 3E3X1, 3E6X1, 3S1X0, 3S1X1, 3S2X0, 3S2X1, 3V000, 3V090, 3V0X1, 3V0X2, 3V0X3, 4A0X0, 4A0X1, 4B0XX, 4C0X0, 4C0X1, 4D0X0, 4D0X1, 4M0X0, 4M0X1, 4N1X1, 4P0X0, 4P0X1, 4R0X1, 4T0X0, 4T0X1, 4T0X2, 4T0X3, 4U0X0, 4U0X1, 4V0X0, 4V0X1, 4Y0X0, 4Y0X1, 4Y0X2, 5J0X0, 5J0X1, 6C0X0, 6C0X1, 8A100, 8C000, 8E000, 8G000, 8J000, 8P000, 8P100, 8R000, 8T000, 9A200, 9A300, 9C000 and 9G000.

During each cyclical review, Middleton explained, officials at the major commands, at the Air Staff and Secretariat, and at the Air Force Personnel Center review all AFSCs for possible release.

“We review current manning and authorizations, the number of people deployed for operations Noble Eagle and Enduring Freedom, the number of Air Reserve Center personnel mobilized, and overall health of the career fields,” Middleton said. “We will conduct subsequent reviews every 60 days to allow individuals some stability and allow our requirements to solidify.”

Members who are deployed in support of operations Noble Eagle and Enduring Freedom, or related operations, and Reserve and Guard components who are voluntarily or involuntarily on active duty in support of these operations or related operations, will not be released until they return from deployment or are demobilized, officials said.

Officials emphasized that Stop-Loss is devised to meet all operational requirements in addition to Operation Noble Eagle and Operation Enduring Freedom. For instance, the Armed Forces will continue to conduct operations in Southwest Asia.

Some military members have the misperception that Stop-Loss is being used as a manning tool, Middleton said.

“Though it’s easy to make that assumption,” Middleton said, “it is absolutely not true. Manning is certainly one of the factors taken into consideration, but it is looked at in terms of what is needed to meet current mission requirements.”

Stop-Loss does not mean that service members are prohibited from retiring, separating or being discharged. A waiver of stop-loss status may be granted based on specific circumstances, officials said.

“We really want to do right by our service members,” Middleton said. “Many families had to put their plans on hold when Stop-Loss was implemented. We are grateful for their service and their sacrifices. We are trying to balance their needs with our commitment to operational requirements.”

“The career fields that we have recommended for release from Stop-Loss are still subject to world events. If world events change significantly, we will have to re-evaluate our decisions.”

From the Career Advisor

Did you know your Reserve Retirement check at age 60 will be larger than a UTA paycheck? Look at these examples:

- A Master Sgt. who retires with four years active duty, and 16 years reserve will get **\$620.00** per month for the rest of his/her life (based on 2750 points).
- A Tech Sgt. who retires with 10 years of active duty, and 10 years reserve will get **\$732.00** per month for the rest of his/her life (based on 4450 points).
- A Staff Sgt. who retires with 12 years active duty, and eight years reserve will get **\$700.00** per year for the rest of his/her life (based on 5025 points).

For more information, call Master Sgt. Timothy J. Wilson, Wing Career Advisor, at (719) 556-7702.

War Games

Activated avionics tech
puts a new spin on the
title weekend warrior

1st Lt. Brian Barker

Front Range Flyer

It's Saturday afternoon and Staff Sgt. Thomas Jackson's adrenaline is pumping faster than his paintball gun can spray rounds at the twelve-year old kids across the field.

"Covering fire," the Logistics Group avionics technician screams as he dashes from obstacle to obstacle, advancing on the enemy. Paintballs whiz over his head at a painful 200 miles an hour. "There's a kid behind the doghouse," he tells his friend just behind him, "better shoot him."

This is Jackson's newly discovered passion. He spends almost every hour of his spare time playing paintball at a local paintball field called Splat-Masters.

"I just got activated a few months ago and took up paintball because it's much better than being stuck in my hotel room after work," he said. "And all of this running and ducking is getting me into great shape."

Since getting hooked on running, dashing and dodging speeding paintballs, Jackson says he's lost more than twenty pounds. "I might even pass the active duty physical fitness test now," he joked.

But paintball is not a cheap hobby. Jackson's gun, or "marker," cost him \$2000. "It's worth every penny," he said.

The markers are specially designed to use compressed air or carbon dioxide to fire

plastic paintballs, which are roughly the size of a cherry. "And they can really raise a welt when they hit you," Jackson said.

He wears several hundred dollars in clothing; from knee-pads to body armor to a state of the art facemask. It's an important investment, he said, because he hopes to begin competing in paintball tournaments around Colorado. He's assembled a team of other servicemen to compete with. One is an active duty medical technician and the three others are members of the Army's elite 10th Mountain Division.

"But you don't have to be in the military to do this," he said.

Jackson towers over many of the 11 and 12 year olds who dominate the local paintball field. "And those kids are tough to shoot," he said, "I've seen some of these little kids carrying cheap little \$100 paintball guns take out seasoned veterans because of a lucky shot."

Jackson's wife gets involved as well. She has her own paintball gun. But getting her involved in these paintball wars had a price, said Jackson.

"I ended up spending so many thousands of dollars on paintball equipment that I had to buy her a new car just to keep her happy." It's a price worth paying, he added. "I'm keeping my sanity during my activation and meeting some really great people while I do it."



Now that he's activated, Staff Sgt. Thomas Jackson, Logistics Group avionics technician, spends much of his free time at a local paintball field (photos by Staff Sgt. Jason Schaap).



A day in the life
of the 302nd AW's

Delta Force

Story and photos by Staff Sgt. Jason Schaap

Front Range Flyer

For a 7 a.m. takeoff, the wake-up call is 3:30 in the morning. After managing just enough strength to lift the phone receiver up and down, Neil Diamond singing “Sweet Caroline” blares from the radio.

Although I set the radio alarm as a double attack against massive jet lag, I don’t get up until the familiar tunes of my homeland end and the dialect of a German-speaking disc jockey begins.

By military standards, the billeting rooms are above average. But, being new to the Air Force, I suspect they’re below airmen standards. The one challenge all guests of the three-story military motel face is the hope the person in the room behind yours doesn’t forget to unlock your door to the bathroom you both share. When access isn’t denied, the next challenge is the shower.

There are two temperatures by which to bathe, really hot and the degree before which water turns to a gas.

For those who prefer cooler temperatures, the step outside into the German morning is refreshing—much like a Colorado Springs morning, crisp and frosty, no wind and an icy coat on all the cars that encircle the building.

The charge of quarters, better known as “the CQ,” is the liaison between billeting and

headquarters of Delta Squadron (the squadron deployed air national guard members). The CQ’s headquarters is the CQ’s room. The CQ’s room, where crews meet up for the hour-or-so

Located in the middle of the first floor, the CQ’s room is where the crew are lodged. At 4 a.m., 15 minutes before the crew’s shift, a few airmen coming off shift are winding down their shift and winding up with caffeine.

I’m not a coffee drinker so I give the CQ a dose of caffeine for breakfast and lunch on the plane. While I’m waiting for breakfast and wait for departure, some crew members are in the back of the room. In the background, from a television, I hear a Slim Shady video.

The ride to headquarters reminds me of when I was in New York. The roads are winding and dark, with the edge of our little van’s headlights. We’re packed tight.

Outside, signs with German words like Kaiserslautern, visit during their liberty time, and Ausfahrt, Germany.



A member of the 139th Airlift Wing, St. Joseph, Mo., de-ices a 302nd Airlift Wing C-130H in the early hours of a brisk German morning. The 302nd and the 139th are deployed together to form Delta Squadron at Ramstein AB, Germany, in support of Operation Joint Forge.

deployed 302nd members fall under alongside
s area, which wing members simply refer to as the
ride to headquarters.

CQ is the hub of all activity where wing members
w I'll be accompanying is supposed to check-in,
with German beer, while those coming on try to

ollar for a Mountain Dew and a pop tart and \$2.70
munch on my usual temporary duty assignment
nbers finish up e-mails on a line of computers in
TV in the corner nobody seems to be watching,

re I grew up in the tree-filled mountains of Upstate
h an endless parade of tall trees marching at the
tight in the small, very-European looking vehicle.
erslautern, the main nearby town wing members
rman for "exit," join in the parade of passersby.

By the middle of the ride, most of the van's windows are fogged-up, creating an aura around the almost-full moon that shines out of the pitch black outside.

Everyone digs into their pockets for their identification cards and hands them forward as we approach the front gate (something that's become a ritual in a post-Sept. 11 military). Once through, the roads on base are much like those off: small, dark and confusing.

Delta's squadron's home is reminiscent of a nuclear fall-out village. A taxi-way runs from the flightline, passes headquarters and proceeds down the center of the village.

We, much to the surprise of Delta newcomers, must cross the taxi-way to get to headquarters. But before we can cross, the van is stopped and the driver and front passenger walk around the van to check for anything that could become foreign object debris, better known as "FOD," on the taxi-way.

Looking out from the headquarters building, Cold War-era concrete domes, commonly referred to as "HAS's," or hardened aircraft shelters, are randomly scattered about the branches of the taxi-way artery. The shelters were originally built to house fighter jets, so our much bigger '130s are housed in the open and randomly parked among the different branches.

We report into Delta headquarters for the usual procedures and paperwork before heading to our aircraft. "Are you having marital problems?" the co-pilot playfully asks a fellow crew member

as he reads out loud some of the pre-flight paperwork used to ensure the mental stability of flight crews. "Have you talked to your best friend lately?"

I sign my initials where they tell me to sign my initials and head to an unexpected intelligence briefing. It was unexpected because our mission that day wasn't "inside the box," which meant it wasn't considered a combat mission.

The brief was unusual—in that, I mean it was literally brief. So brief, the intelligence officer suggests the crew kill extra time by knocking out some mandated intelligence training.

But as the training began, a sense of alarm still lingered within me. Although the brief was short in length, for me, it was awakening in nature.

Like the majority of servicemembers, I'm rarely privy to the real-world details given to the men and women at the tip of the spear of our military efforts. Despite my own suspicions, coupled with my following of the CNN-generated reality in which we live, having the curtain pulled back and peeking into the world of military intelligence, where thoughts of bad people with bad intentions are officially confirmed, is unexpectedly disquieting to me.

While I wonder what the brief would have been like for an inside-the-box mission, I scan the crews' faces for reactions. Just another day at work. At least that's what their faces said. If they had some worry inside, I didn't care. They looked confident, that's what mattered the most.

The maintenance crew is prepping our aircraft when we pull up. The top of the plane is sprayed down with an orange-ish goo to de-ice the plane's frosty top coat. The spraying ends and loading begins. As the loading truck, a very odd-looking vehicle probably 30 feet in length, pulls up, I notice the familiar cow-pattern, computer boxes of back home stacked on one of the pallets being loaded.

Also familiar were U.S. mail bags inspected by and signed for by the plane's loadmaster.

The remainder of the cargo, space available passengers looking for a free ride to Italy and England, board the plane soon after the pallets are loaded and rear ramp is shut. The loadmaster briefs the passengers on plane procedures, making the coach world of seat backs and tray tables look like first class.

The seating is literally whatever space is available to cram yourself and your belongings on what look like giant red lawn chairs and some metal hooks on the wall.

The overhead shelves are full with survival equipment and large parachute packs hang from above. There's a walk along a narrow path between the pallets and the wall to a make-shift bathroom in the rear where a pull-around curtain is all that allows any kind of privacy.

White boxes with yellow hieroglyphics are delivered to the front door. The loadmaster sorts through them and, after what I imagine was years of intense training, discerns the little contrast of yellow on white and translates the peculiar form of English into words like "ham," "chicken strips" and "roast beef." For the \$2.70 I paid hours before, I get two boxes of very preserved, very dry food. I munch on a bagel while the engines start up.

To get on the Delta village taxi-way, the plane has to back up like a car backing out of a grocery store parking lot. The noise inside the plane doesn't make trying to communicate verbally worth it, so everyone is quiet.

Departure is more of a quick release than a gradual take-off, like a giant hand is holding the plane still as the engines rev up and then it suddenly lets go.

The giant lawn chairs are arranged in four rows, two against the walls and two back-to-back in the middle, so leg room is shared with the people sitting across from you. Despite the bare-bones provisions, the lulling white noise of the engines make it easy for many to sleep.

The loadmaster, sitting to my right, puts down a book he is reading and stares out one of the small windows. He can hear the voices in the cockpit on his headset, but I can tell his mind is somewhere else, probably thousands of miles away, with his family back home. It's the time in the air, when being busy stops and all you can do is wait to land, that I suspect is when crew members sometimes miss home the most.

About half way through the trip we fly over the majestic snow caps of the Swiss Alps. The beautiful view is the reward of the job you never see reported on a leave earnings statement.

The flightline we land on runs parallel to a giant Italian mountain range. The cockpit crew and space A passengers catch a ride to mainside while some cargo is unloaded by a crew of active-duty airmen and Italian speaking civilians.

When the cargo is gone there's nothing to do but sit, wait and chat, a past time I miss from my active-duty days. Down time, as it is often called in the military, and the nature of the talks that take place during it, is a type of camaraderie hard to find in the outside world.

We leave just before noon and a few hours later we're on a flightline in England. But this time I jump in the van with the cockpit crew, curious to see what it is they take their small escapes to.

The van drops us off at the base operations building, where the co-pilot uses the phone to ask if we can have an earlier departure time since we're running ahead of schedule. While I wait, I study a big poster about birds plane crews should watch out for in the local area.

Permission to leave early is granted and we're back in Germany an hour earlier than our original 7 p.m. return time. Two vehicles show up. One is a bus to pick up Space A's we brought from England, the other is the Euro-van we drove in on that morning.

I thank the crew for having me as their



guest and watch them drive off, hoping I'll be able to find a ride when I decide to head back.

Done with it's day's mission, the C-130 I spent the day on is now completely empty and being combed over from head to toe by a maintenance crew. Their initial focus is on a heating problem the loadmaster told them about.

The sun has long said goodbye when the problem is finally fixed and I can tell the crew is eager to have the plane inspected and cleared to be sealed for the night. In the nearby HAS where the Delta Maintenance Squadron has made its home, their fellow maintenance workers are preparing tonight's main dish, lasagna.

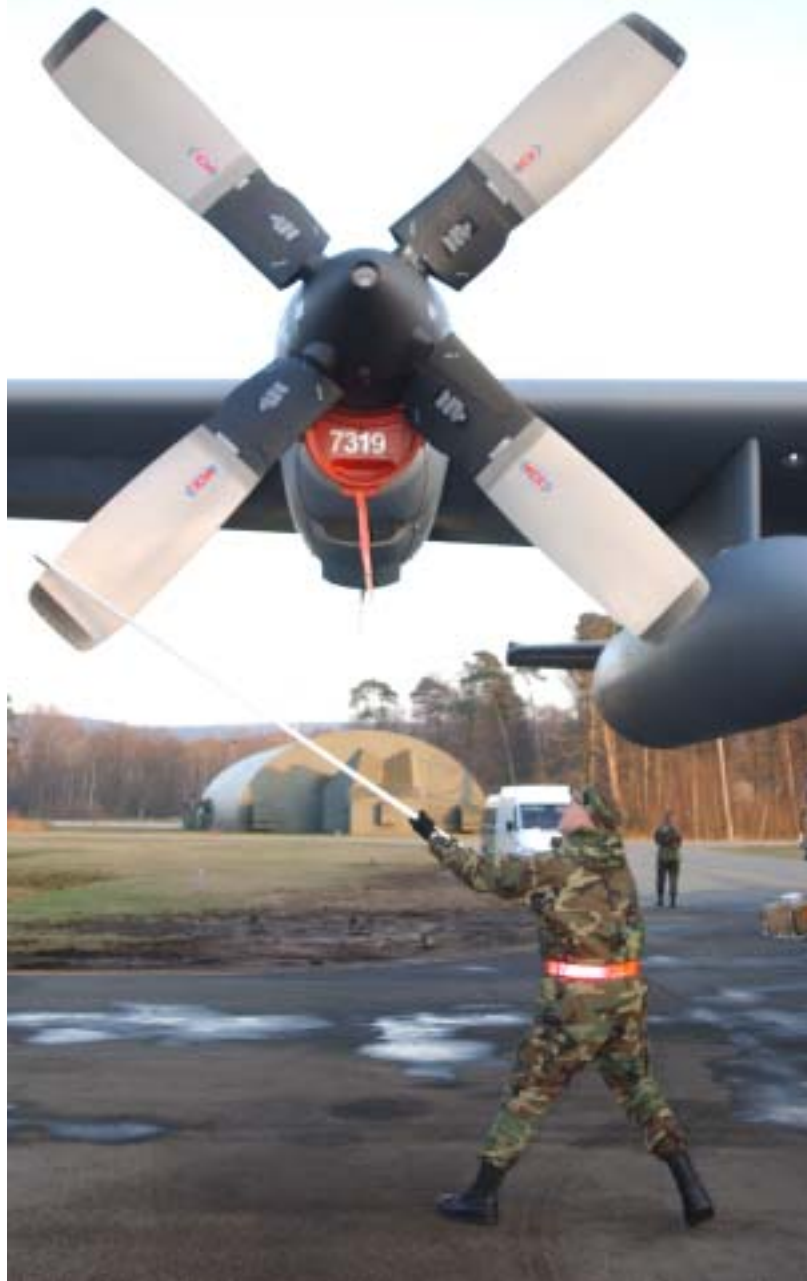
Cooking the main meals in the maintenance kitchen has become part of the daily and nightly routines for the squadron. To accommodate their remote location and long schedules, they all chip in to fund and take turns cooking the meals.

Tired and scheduled for another early morning, I graciously decline their offer to join them for dinner. Just after 9:30 p.m., I am able to find a ride back to billeting with some airmen changing out shifts at headquarters.

I make my way back to my room, throw my gear down and collapse into bed. I find I have about as much energy to dial for a wake-up call as I did to answer it that morning. Just before I fall asleep, I look at the alarm. It's still set for 3:30 a.m. Neil Diamond, you're on in five.



(Above) 302nd Maintenance Squadron members prepare lasagna and garlic bread inside the hardened aircraft shelter, or "HAS," Delta Maintenance members have made their home. (Above right) A 302nd Maintenance Squadron member adjusts the position of a C-130 just returned from a day of flying. (Below left) A 302nd C-130 sits parked in the early morning next a HAS, a Cold War-era concrete shelter built to protect fighter aircraft from aerial attack.



(Above) Delta Squadron members send e-mail and surf the internet at the charge of quarters area, more commonly called "the CQ." (Left) A 302nd Maintenance Squadron member adjusts controls in a C-130 cockpit while his crew repairs a heating problem.



Total Force Tech: Deployed MXS airman offers active-duty needed experience

Story and photos by Staff Sgt. Jason Schaap
Front Range Flyer

Master Sgt. Darren Smith was into his 12th year as a sheet metals worker for Continental Airlines when he found out he was one of the wing members who would head to Ramstein Air Base, Germany, in support of Operation Joint Forge.

But unlike the majority who assumed active-duty status along side their unit training assembly comrades, Smith had a different sort of duty awaiting him.

Once in Germany, Smith assumed a more literal active-duty role. He and 25 of his fellow Maintenance Squadron technicians left their 302nd cohorts on the far side of the Ramstein flightline and reported to work mainside at the 86th Airlift Wing, the active-duty C-130 unit on base, where their talents were much needed.

Unlike in the 302nd, where the aircraft are new and the maintenance crew averages many years of experience, the 86th C-130s are older than most of the airmen working on them.

Smith, a seasoned structural repairs veteran, would not only have his hands full with the many repairs needed with aging aircraft, he would be passing his experience in the big leagues on to a crew of rookies.

"Everybody in structures has been here less than six months" Smith said. "Because of heavy turnover, there is very little C-130 experience; even the shop chief came from a fighter wing."

Smith, who held a training billet for the 302nd until he was promoted to master sergeant, said mentoring was something he missed and was more than happy to do again.

"It's the part of the job I like the best," he said. "I can see when airmen are learning. I can see the confidence they gain."

In a field where many airmen go on to work for civilian airlines, Smith's position with Continental gained him quick acceptance into the active-duty shop. "When they found out I work for an airline their eyes light up," Smith said.

What makes Smith such a great mentor, according to Airman 1st Class Edward Stein, 86th AW, 37th Maintenance Squadron crew chief, is that he isn't pushy with the inexperienced airmen.

"Some guys don't seek his help when they need it," Stein said. "Which is fine with him, he knows they'll learn the hard way."

Staff Sgt. Chris Craft has been the sheet metal supervisor for the 37th MXS for seven months. According to Craft, Smith is one of the best technicians the squadron has had on temporary assignment yet.

"Some guys come here and you can tell they don't want to be here," Craft said. "He's not only shown us the tricks of the trade, he's

a hard worker and he has a positive attitude. I wish he would join our unit; he's that good."

While the 302nd mission at Ramstein continues successfully with Smith on loan, Chief Master Sgt. Joseph Hanley, the 302nd Maintenance Squadron superintendent there, isn't ready to give up one of most talented airmen.

"He has done outstanding work-ups with state-of-the-art fixes," Hanley said. "He's a great representative for the wing."

Fortunately for Hanley, Smith said he's enjoyed working with his new active-duty friends, but he was looking forward to going home after a five-month deployment in April.



(Above) Master Sgt. Darren Smith, Maintenance Squadron structural repairs technician, makes a structural repair to the engine intake of a C-130 belonging to the active-duty 86th Airlift Wing at Ramstein Air Force Base, Germany. (Left) Smith discusses a repair with Airman Basic Jason Libengood, 86th AW, Maintenance Squadron structural repairs technician. Smith mentored Libengood and his peers while deployed to Ramstein.





Increased TIS requirements for Staff Sgt.

The Time in Service promotion eligibility requirements for staff sergeant have changed from three years to four years. If you have any questions call Master Sgt. Tiffany Ruff in the Mission Support Squadron career enhancement office at (719) 556-7555.

Government vehicle drivers need to register

Wing members must be registered in the base computer licensing system to operate government vehicles on Peterson Air Force Base. To be registered, obtain an AF Form 171 from your vehicle control officer, who checks the individual's state driver's license for medical or physical restrictions and notes them in Section I on the AF Form 171.

Take the AF Form 171 to base transportation, Bldg. 1322, to the Operator Records & Licensing staff who establishes an AF Form 2296 and will issue you an AF Form 2293 (if required). The VCO must brief you on Air Force policy regarding official use, accident reporting procedures, vehicle abuse, discrepancy reporting, the use of DD Form 518, Accident-Identification Card, and the use of SF 91, Operator's Report of Motor Vehicle Accident. Also, your government vehicle should have the DD Form 518 and SF 91 in it.

ASTS clears up acronym confusion

The Aeromedical Staging Squadron has been receiving a lot of phone calls asking for clarification of the checklist it sent out. Here is a list of what the requirements are and what they actually mean.

G6PD - It's a lab test. This means blood needs to be drawn in order to check for Malaria

HGBS - Another lab test for sickle-cell anemia.

ABO/RH - Yet another lab test. This one tests determines blood type, O+, AB-, etc.

HIV - More blood to be drawn, to check for HIV.

2766 - Medical record. If this box is unchecked, it means that medical records need to be turned in to us. Also, the 2766C is the shot record. ASTS will check shot records against the computer and update everything.

If everybody does this, then next rotation should be really easy, because everyone will be up-to-date on shots.

DNA - The last of the blood draws. This is necessary to send a DNA sample to the national repository in case there is a tragedy while on deployment and it will also help with identification of victims.

Dental - Come to the reserve side of the unit first to get your dental record, then you can make an appointment with the dental clinic to be checked out. Afterwards, return the dental record.

2795 - This is the pre-deployment worksheet. Both sides of this worksheet need to be filled out.

College courses slated for UTA evenings

Need to meet your Community College of the Air Force requirement for math? Colorado Christian University will offer Math 109 and Pikes Peak Community College will offer U.S. History I on Friday and Saturday evenings of Unit Trainings Assemblies. Contact Tech. Sgt. Louise Rasmussen in the wing education and training office at 556-7573.

Air Force changes several uniform items

The addition of Air Force symbol cuff links, tie tacks and tie bars have been added as optional uniform items. They will replace the coat of arms items. The phase-out period for coat of arms items will be published in Air Force Instruction 36-2903, Dress and Appearance. The symbol items should be available by 2003.

Travelers on orders should inform ticketers

When traveling on commercial airlines while on military orders, make sure to inform the ticket agent you are on orders. If you tell them before they begin typing in your information, they can exempt you from having your baggage checked.

If you fail to do so, it is possible you will be asked to open the vacuum packed bags of the Chemical Protective Overgarment and the Battle Dress Overgarment stored in the C-1 bags during the inspection process.

If requested to open the bag, make sure it is done carefully and only at one end. Do not cause damage to any of the written information on the barrier bag. If the suit is removed from the bag, ensure that it is not exposed to any petroleum, oil or lubricant products, or possible contaminants.

The bag can be resealed with high quality adhesive tape such as duct tape provided the garment is not damaged. Once resealed, document the date opened and date resealed on the tape with a permanent marker and place the barrier bag into a clear outer plastic bag. Once at your destination or nearest military post, vacuum pack the suit and barrier bag in a clear bag at the earliest convenience to meet corrective action requirement in accordance with 14P3-1-141, table 5-1.1.A.2.

Wing to host national prayer day observance

The Chaplain's office is sponsoring a National Day of Prayer observance May 2 in the Maintenance Squadron conference room in building 216. The observance will begin at noon and will include a buffet style lunch.

Lunch costs \$5.00. Those wishing to attend should contact Chaplain (Capt.) Brian Anderson at (719) 556-4006 or james.anderson@302.peterson.af.mil

Unit Training Assembly Schedule

May 4-5

Time	Activity	Location	OPR/Ext.
Saturday			
0530 – 1000	Breakfast is served	Aragon Dining Facility	SVS/6-4001
0600 – 0700	“Jump Start” Fellowship	Sandy’s Restaurant	HC/6-4006
0700 – 1600	M-16 Training	Bus leaves at 0700	SFS/6-6530
0800 – 0900	Monthly UTM Training	Bldg 895 Room 204	DPMT/6-7249
0900 – 1000	HDRC Meeting	Bldg 895 Room 206	CV/6-7087
1000 – 1100	1st Sergeants Meeting	Large Conference Room	CCC/6-8132
1030 – 1130	Wing CC Call	Base Auditorium	PA/6-4117
1100 – 1300	***Active Duty Line Badges	21SFS Visitor’s Center	21SFS/6-6660
1100 – 1730	Let’s Do Lunch	Aragon Dining Facility	SVS/6-4001
1130 – 1230	Lunch & A Lift w/ Chaplains	Aragon Colorado Room	HC/6-4006
1245 – 1600	CDC/PME Testing**	Bldg 895 Room 204	DPMT/6-7249
1300 – 1600	Chaplains available	Bldg 893 Room 143	HC/6-4006
1500 – 1600	Homosexual Policy Training	Bldg 893 Room 111	JA/6-8140
1530 – 1600	Suicide Prevention	Bldg 893 Wing Conference	SG/6-1132
1600 – 1630	Anthrax Briefing	Bldg 893 Wing Conference	SG/6-1132
1600 – 1700	Catholic Confessions	PAFB Chapel Bldg 1410	HC/6-4006
1700 – 1800	Catholic Mass	PAFB Chapel Bldg 1410	HC/6-4006
2000 – 2300	Late Night Snack/Carry Out	Aragon Dining Facility	SVS/6-4001
Sunday			
0530 – 1000	Breakfast is served	Aragon Dining Facility	SVS/6-4001
0700 – 1600	M-9 Training	Bus leaves at 0700	SFS/6-3530
0815 – 0915	Protestant Liturgy	Bldg 1410 PAFB Chapel	HC/6-4006
0830 – 0930	Chiefs Meeting	Aragon Dining Facility	CCC/6-8132
0830 – 0930	Catholic CCD	Bldg 1410 PAFB Chapel	HC/6-4006
0830 – 0930	MPF In-House Training	Bldg 895 Room 204	DPM/6-7227
0900 – 1000	Quarterly AMN/NCO Boards	Bldg 845 1 st FI Conference	SG/6-8184
0930 – 1030	Catholic Mass	Bldg 1410 PAFB Chapel	HC/6-4006
1100 – 1200	Protestant Service	Bldg 1410 PAFB Chapel	HC/6-4006
1100 – 1730	Lets Do Lunch!	Aragon Dining Facility	SVS/6-4001
1130 – 1230	ROA-D.C. download	731st Briefing Room	PA/6-4117
1230 – 1330	Protestant Gospel Service	Bldg 1410 PAFB Chapel	HC/6-4006
1245 – 1600	CDC/PME Testing	Bldg 895 Room 204	DPMT/6-7249
1400 – 1500	Med. Liaison & Ancillary Mtg	302 AW Conference Room	WTPC/6-7249
2000 – 2300	Late Night Snack/Carry out	Aragon Dining Facility	SVS/6-4001

** Military ID cards are MANDATORY for ALL testing. For CDC end-of-course exams, a testing authorization letter is also MANDATORY. Testing authorization letters will be obtained from the respective Unit Training Manager/Monitor.

***Disregard hours posted on the door (do not take UTAs into consideration). Doors will be unlocked.



Senior Master Sgt. Laura Sheil (left) and Tech. Sgt. Hector Delacruz secure one another's gas mask hoods during the Civil Engineer Squadron's ATSO (Ability to Survive and Operate) light exercise preparation held during the April unit training assembly. The CE Readiness Flight, which was recently recognized as the Air Force Reserve Command Tenant Readiness Flight of the Year for fiscal year 2001, conducted the training in preparation for the unit's annual tour in July (photo by Tech Sgt. Tim Taylor).

Readiness Flight best in FY 2001

Air Force Reserve Command recently chose the 302nd Civil Engineer Readiness Flight as the AFRC Tenant CE Readiness Flight of fiscal year 2001.

The flight chief, Senior Master Sgt. Lynn Vorce, accepted the award from Col. Richard Moss, wing commander, during a recent Commander's Call.

The Readiness Flight earned the award with a long list of accomplishments that included:

- training 650 wing personnel, 700 USAF Academy cadets and 3000 USAF basic military trainees in chemical warfare defense
- augmenting Headquarters Space Command at Peterson AFB with 365 man-days of total support
- preparing 22 separate units for their Expeditionary Operational Readiness Inspection
- becoming experts within the 22nd AF for their Ability To Survive and Operate capabilities

Noble Achievement



The deputy commanding general of Fort Carson, Colorado, presented a Certificate of Achievement to several members of the Operations Group 39th Aerial Port Squadron for helping the Army's 7th Infantry Division prepare for Operation Noble Eagle. Pictured from left to right are Staff Sgt. Gene Stoneburner, Staff Sgt. Daryl Wood, U.S. Army Col. Robert J. Reese, Tech Sgt. Dan Oldes and Master Sgt. Ron Sutton. Also recognized but not present for their certificates were Lt. Col. Jim Tully, Master Sgt. Dean Firestein and Tech Sgt. Larry McGinn (photo by Staff Sgt. Jason Schaap).

Don't Delay — Update DEERS Today

Carole W. Butler

Office of the Assistant Secretary of
Defense, Reserve Affairs

Did you know that you or a family member could lose medical benefits if you do not update your information on the Defense Eligibility Enrollment Reporting System?

DEERS stores medical benefit data for military personnel, retirees, and eligible family members. Service members and retirees are the sponsors for their family members' medical benefits and are responsible for the accuracy of the DEERS information. Correct, up-to-date DEERS information is essential, since this data defines your medical benefits.

When an eligible family member receives a uniformed services identification and privilege card, or ID card, that information is deposited in DEERS. However, the sponsor

must ensure the information is correct. If you marry or re-marry, move, have a new baby, or have a child that becomes an adult you must make sure that DEERS data reflects those changes, as well as any others.

If you marry but neglect to register your spouse in DEERS, that person is not eligible for medical benefits until the sponsor updates the information. If you move but don't submit the current address of each family member to DEERS, your family may not receive essential messages about medical benefits, such as information about the mail-order pharmacy.

If you forget to register a newborn in DEERS, after 365 days the child is not eligible for medical benefits until you complete the registration in DEERS. In addition, newborns can lose eligibility for TRICARE Prime medical coverage after 120 days. In this case, you

must enroll the child in TRICARE Prime, as well as register the child in DEERS.

How to Update DEERS

Making changes to DEERS is easy to do. You can make changes through your military support office, the same office that assists you with your ID card. And, if you are making changes, it's a good idea to take documentation with you, such as a marriage certificate or birth certificate.

You can locate your nearest military support office at the RAPIDS Site Locator <<<http://www.dmdc.osd.mil/rs1/>>> on the Web. To make address changes or to verify data, log on to the Defense Manpower Data Center at:

<<<https://www.dmdc.osd.mil/swg/owa/webguard.login?appl=9012&rule=02>>>.

Changes could not be easier to make, so do not delay. Update DEERS today.

**Contact Staff Sgt. Jason
Schaap with story ideas for
the Front Range Flyer at:**

(719) 556-4117

Fax (719) 556-4214

jason.schaap@302.peterson.af.mil

Friends of the 302nd,

As the Delta Maintenance Superintendent, I know I speak for the entire deployed group in thanking every spouse, family member, and friend of the 302nd community who took time out of their busy day to send us cards, letters and homemade goodies. I can tell you the gifts have been well-received and generated pleasant conversation as well as a sense of camaraderie when the delicious food was shared at the break table.

We often become so entrapped in our daily routine that a simple gesture of appreciation becomes a monumental task. This is particularly true when a loved one is deployed and the family and friends left at home are trying to carry the extra load. That's why your gestures of gifts and letters to the deployed troops send such a positive message of support from home.

JOSEPH P. HANLEY, CMSGT
Delta Squadron Maintenance Superintendent

302nd Airlift Wing Public
Affairs
860 Malmstrom St., Ste 138

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